

Rezoning Transportation Analysis

Petition Number: Insert Zoning Petition #2021-005

General Location Identifier: 11333122, 11302106, 11302110

From: Robyn Byers, Ph.D.

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Reviewer:

Kevin Parker

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Revision Log:

Date	Description
02-25-2020	First Review (KP)

General Review Information

This site is located on Wilkinson Boulevard, a State-maintained major thoroughfare, outside the limits of Route 4. Additionally, this site is located within the Airport Industrial Activity Center and inside the limits of the Westside Strategy Plan Study Area and the I-485 Interchange Analysis

Active Projects Near the Site:

- LYNX Silver Line
 - Proposed 26-mile light rail project from the City of Belmont in Gaston County, through Center City Charlotte and the Town of Matthews, with a potential extension into Union County.
 - Currently in Planning phase

CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the [Transportation Action Plan \(TAP\)](#), [Vision Zero](#), [Urban Street Design Guidelines \(USDG\)](#), [Center, Corridor and Wedges](#), [Charlotte BIKES](#), [Traffic Impact Study Guidelines](#) and [Charlotte WALKS](#). With a commitment to design complete streets, this review is to ensure that the City's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users.

This document is primarily for communication to Planning Department staff as part of the overall City staff analysis of the rezoning petition and includes an overall summary of the case from a transportation perspective, information on trip generation, and resolved or outstanding site plan concerns. Additional advisory information about the driveway permit process is provided for information only.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

This site is located on Wilkinson Boulevard, a State-maintained major thoroughfare, just east of I-485. This site is currently owned by the CLT Airport and is proposing a zoning that will allow for the construction of a detention pond as a part of the Airport's North End Around Taxiway (NEAT) Project. This site is capable of further development; however, this site is subject to unique Federal provisions before any development may occur. These unique federal provisions are driven by The National Environment Policy Act (NEPA) and will require an Environmental Assessment, **which includes a site plan and TIS**, prior to any development. CDOT will continue to collaborate with the Airport as this site further develops and will review the TIS during the permitting process.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	Tax Record

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Entitlement with Current Zoning	Warehouse (I-1 70.3 acres) Single Family (R-4 38.4 acres)	702,000 SF 153 Dwellings	2,695	General Guidance from Planning
Proposed Zoning	Warehouse (I-2 108.7 acres)	1,630,050 SF	2,625	General Guidance from Planning

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

1. Traffic Study:

A Traffic Impact Study (TIS) is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.

Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected on the rezoning plan, as appropriate.

1. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte, per the City of Charlotte's Driveway Regulations.
3. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles (and two 10' x 70' sight triangles on NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall be identified on the site plan.
4. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and NCDOT on NCDOT-maintained streets) for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
5. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City-maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT prior to construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.
8. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
9. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>

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